

Baggage, Furniture and Piano Moving

HONOLULU CONSTRUCTION & DRYING CO., LTD.

PHONE 4-9-8-1

J. J. BELSER, Manager.

65 TO 71 SOUTH QUEEN ST.

SERVICE FIRST

STORAGE

Oceanic Steamship Co.

5½ DAYS TO SAN FRANCISCO

Regular Sailings to San Francisco and Sydney, N. S. W.

For further particulars apply to—

C. BREWER & CO., LTD. General Agents**Matson Navigation Company**

Direct Service Between San Francisco and Honolulu

For further particulars apply to—

CASTLE & COOKE, Ltd., Agent, Honolulu**TOYO KISEN KAISHA**

Regular Sailings to San Francisco and to the Orient

For further particulars apply to—

CASTLE & COOKE, Ltd., Agent, Honolulu**CANADIAN-AUSTRALASIAN ROYAL MAIL LINE**

Regular Sailings to BRITISH COLUMBIA, FIJI, NEW ZEALAND and AUSTRALIA

For further particulars apply to—

THEO. H. DAVIES & CO., LTD., General Agents

PHONE 2295 REACHES

Hustace-Peck Co., Ltd.

ALL KINDS OF ROCK AND SAND FOR CONCRETE WORK, FIREWOOD AND COAL

85 QUEEN STREET. P. O. BOX 212

Pacific Mail Steamship Co.

Regular sailings to the Orient and to San Francisco.

For further particulars apply to

S. W. GOOD, Agent. 80 Merchant St. Phone 6299

Telephone 3875 1119 Fort St.

The Standard Optical Co.

OPHTHALMIC OPTICIANS

Pantheon Block

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

Walter I. Seymour—Pres. & Mgr.

EXPLOITS OF SEEDLER IN ATLANTIC TOLD BY PRISONER OF HUN RAIDERS

Saw Seven Vessels Sunk Before He Was Sent on French Bark Into Rio de Janeiro

An interesting story of the exploits of Count Graf von Luckner, of the German raider Seedler, north of the Equator, before going into the Pacific, and being finally wrecked, is told by Captain J. Mullen, who has just arrived in Sydney, says the Sydney Telegraph of November 2.

Captain Mullen saw fine vessels with valuable cargoes captured and sunk by the Germans. Captain Mullen, with nearly 300 others, was over a month on the Seedler, and finally they were sent off in a captured French barque and landed at Rio de Janeiro. One man, a steward, was detained on the Seedler for gross insubordination, and Captain Mullen is unable to state what happened to him after he left the raider.

On the date mentioned, the mate, who was on the poop, reported to the captain that a vessel was in sight flying signals. She showed the Norwegian flag and "numbers," and looked to all appearances a peaceful Norwegian merchantman. Closer examination through the glasses, however, showed by her maneuvering that there was something suspicious about the craft, and any doubt members of the crew had in the matter was soon set at rest by the vessel dropping her sails, and steaming under the quarter, at the same time lowering the Norwegian flag and hoisting the German ensign.

"Stop instantly, or I will fire on your ship!" This signal was hoisted by the overtaking vessel, which proved to be the raider Seedler, and put fear into the hearts of the crew forward. Standing alongside the man at the wheel, Captain Mullen headed the ship off a bit, just as he put it, "to give the Germans a run for it," but, with the light wind prevailing, there was, of course, no hope of escape. Suddenly one of the big guns of the raider sent a shot dangerously close. It was evidently aimed at the foremost, but missed it by 20 feet.

Raider Bristling With Guns

As the raider came up it was noticed that she was fairly bristling with machine-guns. In addition to other guns of heavy calibre. It was not until the raider had fired a second shot which just cleared the crossjack yard, that Captain Mullen brought the vessel to the wind. "I did it most reluctantly," he explained, "but it was no use jeopardizing the lives of my crew, as we were already right under the raider's guns."

A few minutes later a powerful motor-boat 25 feet in length put out from the Seedler. The motor-boat carried a prize officer and ten men. The prize officer saluted as he boarded and ordered the captain to abandon ship. He had been instructed to sink her, and his crew set about at once to put bombs in the ship.

Meanwhile, orders were passed by Captain Mullen for the crew to take to the boats. Everything was done in a quiet and orderly manner, and the men were allowed to take their personal effects with them. The respective watches, port and starboard, got away from the ship without difficulty in the boats, and a second launch from the raider put off and towed them alongside the Seedler.

Since he Seven Minutes

Captain Mullen was permitted to remain on board till the last, and when ready to leave, a launch was placed at their disposal to bring them to the raider. Most of the ship's stores were seized, but Captain Mullen points out that these were shared among his own crew and others on board. Three muffled reports—the result of bombs—were heard soon after she was abandoned, and within seven minutes the ship sank, bow first.

"Why did you not stop?" was the first question put by Count von Luckner when Captain Mullen boarded the Seedler. The captain made some evasive reply, and his pluck evidently left a favorable impression with the count, for he was subsequently treated with the utmost courtesy, being allowed the run of the ship, with free use of the stores, including tobacco and cigars which were freely exchanged for some tobacco. Captain Mullen mentions here that the count "played the game throughout. He was," he says, "a true sport, and treated us all fair and square."

The Seedler, he states, was a fine type of four-masted barque rigged vessel. She sailed out of the North Sea and into the Atlantic disguised as a merchantman laden with timber, and was fitted with a Diesel engine, which Captain Mullen heard had been seized by the Germans at the Antwerp exposition. This motor was capable of driving the vessel at the rate of 12½ knots per hour. Everything was arranged on board to hide the identity of the ship. All details had been carefully thought out, and the arrangements throughout the main cabin were typical of the Norwegians.

Quarters, illuminated with electric light, with tiers of four bunks, were provided for the officers, and the men were accommodated below deck forward. The prisoners were told that so long as they behaved themselves everything would be all right, but once they showed any signs of trouble they could expect no quarter. The count had the Seedler equipped with poisonous gases. These were connected with the quarters used by the prisoners, and the count, by pressing a button, fitted just under his bunk, could asphyxiate the prisoners, should they at any time show any signs of hostility.

Landed at Rio

Two days later a French barque, the Cambonne, was sighted and boarded by the raider. She was commandeered and sent with the captured officers and men to Rio. Altogether there were 283 souls, including two ladies, wives of shipmasters belonging to sunken vessels. The Cambonne was laden with nitrates, and the raider's crew set to work and jettisoned a quantity of this to make room in the hold for the accommodation of the prisoners of war. These were of mixed nationalities, many colored men being amongst their number. Fearing that the captured Cambonne might make a quick run to Rio, the count stripped the barque of most of her canvas, and crippled her topmasts, and he finally sent her away on March 21, in charge of Captain Mullen, who was specially informed, in the presence of all hands, that he was in supreme command.

Before leaving the Seedler Captain Mullen and the principal officers were assembled in the saloon and told by the count that the Cambonne had been captured, and would be placed under the British flag. He also paid, in German marks, a sum equal to £800 to the crews, who had done some necessary work, such as sail making and rigging on board the Seedler. Wine was subsequently produced, and the count, addressing the gathering of officers, wished them all good luck and a safe passage to their destination.

A British flag was presented to Captain Mullen, and hoisted on the Cambonne. Some interesting souvenirs were also handed to Captain Mullen by the count, and, in addition, he was presented with a family group picture, which had been rescued by the prize officers from the cabin just before she was sunk.

In due course the Cambonne arrived at Rio de Janeiro, and the crews were sent home by the outgoing steamers. Captain Mullen handed over the command of the Cambonne to her skipper at Rio, and the tricolor was again hoisted on the barque there.

Several incidents occurred on the Seedler which showed how well posted the count was in the latest news of the war. The Seedler had a powerful wireless installation, and daily news was received on board of the various happenings. Thus within 24 hours of the revolution in Russia, Count von Luckner had the details of the outbreak on the Seedler. Then the movements of the British warships on patrol work were also known by wireless, and the count maneuvered his vessel accordingly to keep out of the danger zone.

Captain Mullen mentions that there was only one casualty while he was on the Seedler. An apprentice named R. Page, from one of the captured ships, had been injured by a splinter from a shell fired by the raider, and he succumbed to his wounds on the raider. The body was buried at sea with full honors, the count delivering an address just before the body was committed to the deep. A copy of the address was sent to the parents of the deceased lad in England.

List of Ships Sunk

Captain Mullen furnishes particulars of the vessels captured and sunk by the raider, as follows:

January 9.—Gladys Royle, str., 3265 tons, Cardiff to Buenos Aires, with coal, sunk lat. 37.50 N., long. 20.15 W.

January 10.—Lundy Island, Mauritius to Nantes, with 4500 tons sugar.

January 21.—Charles Gounod, 2199 tons, French ship, Durban to Queens-town, with maize.

January 21.—Parsee, sch., Baltimore to Santos, sunk lat. 24 N., long. 27.16 W.

February 2.—British Yeoman, ship, 1953 tons, Buenos Aires to Azores, with maize.

February 3.—Antonin, French 4-masted bge., 3071 tons, Iquique to Brest, sunk lat. 7 deg. N., long. 34 deg. W.

February 9.—Buenos Ayres, steel ship, 1811 tons, Autofagasta to Gibraltar, with nitrate.

February 19.—Pinmore, ship, 2286 tons, Ensenada (River Plate) to Azores for orders, sunk lat. 8.45 N., long. 35.15 W., cargo 3700 tons maize.

February 27.—La Rochefoucauld, bge., 2209 tons, Iquique to Rochefort, with nitrate.

March 5.—Duplex, Lund, French bge., 2206 tons, Iquique to Azores for orders, with nitrate.

March 11.—Hornarth, str., 2609 tons, of Cardiff, bound from River Plate to Plymouth, sunk lat. 2.6 S., long. 23.50 W.

The count told Captain Mullen something of his career, and it transpired that he had spent five years or more in Australia. He ran away to sea at the age of 14 or 15 years, and shipped to Australia on a Russian ship, landing at Adelaide. He deserted at the South Australian port and was befriended by a barmaid of one of the waterside hotels, who secured him employment in the hotel kitchen until his ship had gone away. Later on he made his way to Melbourne, where he earned his living by selling papers in the streets of the city. Finally he returned to Germany and entered the navy, and received rapid promotion. He is of slight build, and would, according to Captain Mullen, be about 28 years of age.

ELECTION OF OFFICERS.

At the adjourned Annual Meeting of the stockholders of Benson, Smith & Co., Limited, held at the office of the corporation in Honolulu, on Tuesday, December 11, 1917, the following officers were elected for the ensuing year:

Mr. Geo. W. Smith, Pres. & Manager
Mr. Wm. C. McGonagle, Vice-Pres.
Mr. Jas. A. Kerr, Treasurer
Mr. J. A. Basham, Secretary
The Audit Co. of Hawaii, Auditors

J. A. BASHAM, Secretary.

JAPANESE BUYING UP PROPERTIES IN PHILIPPINES

MANILA, P. I., Nov. 2. With the transfer of most of the holdings of Captain L. Burchfield in Davao to a Japanese syndicate, representing one of the biggest capitalistic enterprises of Japan, another step has been taken in the gradual control being assumed by Japanese capital of the rich district of Davao. The Japanese company plans to spend fully a million pesos in development in Davao and through its chief office in Tokio will bring in numbers of Japanese to labor in the interests of the firm.

Captain Burchfield, who is in Manila, confirmed the story of the sale of most of his holdings. He declared, however, that he would still hold some of the stock in his various activities, taken over by the Japanese syndicate which has incorporated under the name of the Davao Mercantile Co. The company will take over the Davao Ice and Cold Storage Co., the ice making and electric light plant founded by Captain Burchfield three years ago. Captain Burchfield owned some nine hectares of land in the town of Davao, itself, with the town's biggest store and its best dwellings. All these have been transferred to the new company and with them also the Piso Coconut and Cattle Ranch. No hemp property figured in the transfer as Captain Burchfield two years ago sold his hemp plantation to another Japanese syndicate, the Itoh group.

The new corporation will not stop, however, at the Burchfield holdings. They are going in for hemp and other agricultural products of the district and will buy other properties. Their purpose, however, like that of all other Japanese investors in Davao, is to purchase properties outright.

The transfer of the Burchfield property draws particular attention to the prosperity of Davao. High prices for hemp and other agricultural properties have made planters and laborers alike prosperous. From the Davao postoffice weekly there is shipped 75,000 pesos in money orders to Japan by the 4000 odd Japanese who call the district their home. The town boasts but five miles of road, yet it has 35 automobiles for hire and two more are going down on the next boat. It is so uncommon sight to see Bogobos come into town with hemp, sell their product and then climb into one of the many motor cars for hire and spend all day riding up and down the five miles of Davao road. No greater proof of the district's prosperity can be adduced than this use of cars for hire in a district which has only five miles of automobile road.

There is an influx of emigrants, notably Japanese, from every district of Mindanao. From the abandoned army posts, hundreds of Japanese are coming to the Eldorado of Davao. More first class buildings are being built on Davao streets than in any other town of Mindanao, but they are being built by Japanese.

To this Japanese immigration must soon be added the influx from Japan sure to come with the formation of the Davao Mercantile Co. The head office of this company is interested in projects in all parts of the world and conducts a special emigration office to furnish labor for these projects. Davao will get a part of that emigration now.

tons, Cardiff to Buenos Aires, with coal, sunk lat. 37.50 N., long. 20.15 W.

January 10.—Lundy Island, Mauritius to Nantes, with 4500 tons sugar.

January 21.—Charles Gounod, 2199 tons, French ship, Durban to Queens-town, with maize.

January 21.—Parsee, sch., Baltimore to Santos, sunk lat. 24 N., long. 27.16 W.

February 2.—British Yeoman, ship, 1953 tons, Buenos Aires to Azores, with maize.

February 3.—Antonin, French 4-masted bge., 3071 tons, Iquique to Brest, sunk lat. 7 deg. N., long. 34 deg. W.

February 9.—Buenos Ayres, steel ship, 1811 tons, Autofagasta to Gibraltar, with nitrate.

February 19.—Pinmore, ship, 2286 tons, Ensenada (River Plate) to Azores for orders, sunk lat. 8.45 N., long. 35.15 W., cargo 3700 tons maize.

February 27.—La Rochefoucauld, bge., 2209 tons, Iquique to Rochefort, with nitrate.

**Bonds**

There is now an exceptional opportunity to purchase the highest class bonds at prices yielding 5½ to 8 per cent, against yields in normal times of from 4 to 5½ per cent.

Full information regarding all mainland and local bonds furnished without charge.

Bishop Trust Co., Ltd.

Bethel Street.

Phone 5725

**HAWAIIAN TRUST CO., Ltd.**

Stocks and Bonds

Real Estate

Insurance

Safe Deposit Vaults

Authorized by law to act as Trustees, Executors, Administrators and Guardians

If You Want

Life, Fire, Marine, Automobile, Tourists' Baggage or Accident Insurance,

CALL UPON

CASTLE & COOKE, Limited

General Insurance Agents

Fort and Merchant Streets

THE YOKOHAMA SPECIE BANK, LIMITED.
Capital subscribed...yen 40,000,000
Capital paid up...yen 30,000,000
Reserve funds...yen 22,100,000
S. AWOKI, Local Manager.

C. BREWER & CO.

(LIMITED)

SUGAR FACTORS
COMMISSION MERCHANTS
SHIPPING AND INSURANCE AGENTS

FORT ST., HONOLULU, T. H.

P. H. BURNETTE
79 Merchant St. Phone 1846
NOTARY PUBLIC
Commissioner of Deeds
California and New York
Draws: Wills, Deeds, Mortgages and all Legal Documents

PACIFIC ENGINEERING COMPANY, LIMITED

Consulting, Designing and Constructing Engineers
Bridges, Buildings, Concrete Structures, Steel Structures, Sanitary Systems, Reports and Estimates on Projects. Phone 1045.

Alexander & Baldwin

Limited

Sugar Factors
Commission Merchants
and Insurance Agents

Agents for
Hawaiian Commercial & Sugar Company.

Haiku Sugar Company.
Paia Plantation Company.
Maui Agricultural Company.
Hawaiian Sugar Company.
Kahului Railroad Company.
McBryde Sugar Company.
Kahuku Plantation Co.
Kauai Fruit & Land Co., Ltd.
Honolua Ranch.

Bank of Honolulu Ltd.

Fort Street, near Queen

Transacts a General Banking Business.

Invites your account and guarantees safe and efficient service. Exchange, Letters of Credit and Travelers' Checks issued on principal points.

Cable Transfers

Keep your

SAVINGS

In a safe place. We pay 4% interest

BISHOP & COMPANY

InsuranceB. F. DILLINGHAM CO., LTD.
PHONE 4915

Fire, Life, Accident, Compensation SURETY BONDS

Money to LoanHOME INSURANCE COMPANY OF HAWAII, LIMITED
816 Fort Street Telephone 3529**J. F. MORGAN CO., LTD.**STOCK BROKERS
Information Furnished and Loans Made
Merchant Street—Star Building
Phone 1572**FOR RENT**

Electricity, gas, screens in all houses. Fine new 3-bedroom house, \$30. Neat furnished cottage for two, \$18. For loan on mortgage, \$10,000.

J. H. SCHNACK

824 Kaahumanu St. Tel. 6247 or 2428

Make Your Reservations Early

for your

Christmas Vacation

at the famous

VOLCANO HOUSE

Mauna Kea sails on Wednesdays and Saturdays.

Inter-Island Steam Navigation Co., Ltd.

TIDES, SUN AND MOON.

Date	High Tide Large	Pt. of Tide	High Tide Small	Low Tide Large	Low Tide Small	Sun Rise	Sun Sets	Moon Rises and Sets
	A.M.	P.T.	P.M.	P.M.	A.M.			Rises
Dec. 10.....	1:30	1.8	12:36	6:32	8:38	6:29	5:21	3:01
" 11.....	2:06	2.0	1:26	7:06	9:24	6:30	5:21	3:57
" 12.....	2:43	2.1	2:13	7:43	10:06	6:31	5:21	4:54
" 13.....	3:20	2.2	2:59	8:16	10:47	6:31	5:22	5:55
" 14.....	3:59	2.3	3:43	8:58	11:29	6:32	5:22	Sets
					P.M.			
" 15.....	4:37	2.3	4:33	9:40	12:10	6:32	5:23	7:00
" 16.....	5:17	2.2	5:28	10:23	12:51	4:38	5:23	8:04